

LONG ISLAND FORUM



Steamboat Shinnecock, at Block Island
(Courtesy Mariners' Museum, Newport News, Va.)
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Contributing Editors: Dr. John C. Huden, Julian Denton Smith, Roy E. Lott, Chester G. Osborne.

RIP CURRENTS, ETC.

The Technical Report No. 4 of the Beach Erosion Board, Corps of Engineers, Dept. of the Army, gives the following definitions:

RIP CURRENTS—A strong surface current of short duration flowing seaward from the shore. It usually appears as a visible band of agitated water and is the return movement of water piled up on the shore by incoming waves and wind. With the seaward movement concentrated in a limited band its velocity is somewhat accentuated. A rip consists of three parts: the **FEEDER CURRENT** flowing parallel to the shore inside the breakers; the **NECK**, where the feeder currents converge and flow through the breakers in a narrow band or "rip"; and the **HEAD**, where the current widens and slackens outside the breaker line. A rip current is often mis-called a **RIP TIDE**.

SEA PUSS—A dangerous long-shore current, a rip current, caused by return flow, loosely the submerged channel or inlet through a bar caused by those currents.

UNDERTOW—A current, below water surface, flowing seaward; also the receding water below the surface from waves breaking on a shelving beach. Actually "undertow" is largely mythical. As the backwash of each wave flows down the beach, a current is formed which flows seaward, however, it is a periodic phenomenon. The most common phenomena expressed as "undertow" are actually the rip currents in the surf. Often uniform return flows seaward or lakeward are termed "undertow" though these flows will not be as strong as rip currents.

In the February 1958 Forum, Julian Denton Smith says exactly the same thing but in a very much nicer manner. His articles are always very enjoyable.

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Colonial Long Island

Paul Bailey

Note

In previous articles the author has traced the history of Long Island from its discovery in 1524 to and including the English conquest of New Netherlands in 1664, and the ensuing decade under English Governors Richard Nicolls and Francis Lovelace.

Westchester, Orange, Cornwall and Duke's.

Town courts were established to meet monthly, and county courts of sessions, to meet annually. Jamaica became the county seat of Queens; Gravesend of Kings, and Southold and Southampton, in alternate years, of Suffolk. Over and above these courts were created a court of oyer and terminer, and a Supreme Court consisting of governor and council.

It was also enacted that "no per-

son or persons which profess faith in God by Jesus Christ shall at any time be any wayes molested, punished, disquieted, or called in question for any difference of opinion, or matter of religious concernment who do not actually disturb the civil peace of the province, but all and every such may at all times fully enjoy his or their judgments or consciences in matters of religion." This has been called New York's first official declaration of religious freedom.

Besides confirming town and manorial patents previously granted, Dongan issued some new ones, including several to William Nicoll(s), son of Mathias, in 1684, for land which became the nucleus of Islip town, founded twenty-six years later. In 1685, during the Dongan administration, one John Pine received mill rights on Milburn Creek from the town of Hempstead. From this five-acre

HISTORIANS differ considerably on the character of Edmund Andros, who became Provincial Governor of New York in 1674. They variously rate him as good, bad but not indifferent. Certain it is that he contributed to the development of Long Island's natural resources. He granted the Winthrop Patent to the governor of Connecticut, covering the site of Patchogue and environs along the south side of future Brookhaven town. At the same time he was uncompromising in dealing with his Long Island constituents and one Huntington delegation which went before him to voice opposition to his edicts was jailed without trial.

When the towns petitioned the Duke of York, over Andros's head, to create a popular assembly in which their delegates might participate, the Duke gave tacit concurrence to the idea by naming Irishman Thomas Dongan, rather than Andros, to consider the matter, whereupon Andros quit the governorship and Dongan was appointed to succeed him.

The first Roman Catholic to serve as governor of New York entered the province, not through the port of New York, but by way of Montauk. Enroute to Manhattan he and his entourage held the province's first Catholic Mass somewhere on strongly Calvinistic Long Island. Shortly after arriving in New York, Dongan consulted with William Penn and adopted some of that famous Quaker's policies for governing this province.

He called a general assembly of duly elected town delegates who, with himself and council, convened October 17, 1683, as New York's first truly representative legislature. With Mathias Nicolls, provincial secretary, as speaker, this assembly adopted the province's first people's charter and erected the original counties, twelve in number, which were: Kings, Queens and Suffolk, covering Long Island; Richmond on Staten Island, New York on Manhattan, and elsewhere in the province, Ulster, Albany, Dutchess,



The Duke of York, Who Became King

plot grew the south shore community known successively as Hicks Neck, Milburn Corners, Milburn, Baldwins and Baldwin. In 1683 Thomas Townsend of Oyster Bay acquired his large holdings at Fort Neck (Massapequa) which were partly transferred to his son-in-law Major Thomas Jones shortly thereafter. Jones built his home there in 1696.

It was during the year 1685, with Long Island expanding under the constructive policies of Dongan, that the Duke of York became England's James II upon the death of his brother, Charles II. Thereupon the province of New York, which James had acquired



Governor Thomas Dongan

twenty-one years before, ceased to be his special project. Its legislature became defunct; printing presses were banned from the province by royal decree, and British troops stationed here were greatly increased as Long Island and other parts of the province demonstrated opposition to the drastic changes.

Dongan's sympathy was with the colonists which undoubtedly resulted in his administration being terminated with the reappointment in 1688 of one-time Governor Andros, now Sir Edmund, to the office. Dongan thereupon retired to the estate at future New Hyde Park which had been awarded him by the town of Hempstead.

As governor not only of New York, but also of New England and New Jersey, Andros chose to make his headquarters at Boston, placing New York in the hands of

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Huntington's Early Primes

TWO brothers Prime, Mark and James, came to Milford, Connecticut, from England in 1644. Mark stayed on the main, helped to found New Milford on the Housatonic River, and left many descendants there.

James had a son James who was the father of Ebenezer. In 1718, Ebenezer graduated from an advanced school of learning which later became Yale College, then while still a student of theology, he came to Long Island to assist the Reverend Mr. Jones who, having been Huntington's minister for fifty-four years, was approaching the age of retirement.

On June 21, 1719, the young minister-to-be delivered his first sermon from the pulpit of Huntington's Old First Church. Four years later he was ordained as the regular preacher and continued as such until some time after 1776. Soon after taking charge of the church he purchased a farm and

Roy E. Lott

residence nearby which remained in the possession of his direct descendants for more than one hundred fifty years.

Immediately after August 27, 1776, the British took possession of Huntington and those who espoused the cause of the colonists were the victims of British and Tory vengeance. Enemy troops were quartered on the inhabitants; the church of which Mr. Prime was pastor was used for a military depot, and finally on November 30, 1782, the same day the preliminary treaty was signed, the church was torn down and the material used to build Fort Golgotha.

The desecration of the church had apparently hastened Mr. Prime's death, and on September 25, 1779 he was laid to rest. Their son, Benjamin Young Prime, born December, 1733, became an eminent physician. He was a true patriot,

and on the passage of the Stamp Act wrote a song for the Sons of Liberty which was used to stir up the spirit of patriotism. On December 18, 1774, Dr. Benjamin Prime married Mary Wheelwright whose grandfather had commanded a regiment in the war between the French and English, which regiment later took part in the battle of Bunker Hill.

Because of his patriotic exploits, Dr. Prime was in no position to receive the English masters of Long Island when they came to Huntington, so he, with his wife and family, fled to Connecticut. In their haste to evacuate, they were forced to leave behind all their property, including a valuable library, furniture, and a silver service, which had come to Mrs. Prime as a wedding dowry.

No one else knew it at the time, but before their hurried departure Mary Wheelwright Prime put that silver service in a cloth sack and



Prime Homestead, Huntington, Still Stands

dropped it down the well at the rear of their home. When they returned to the home seven years later, it was drawn up from the confines of the well in perfect preservation. It is now the prized heirloom of members of the Prime family, a reminder of their Huntington ancestors who helped form the colonies into one nation. Mary Wheelwright had come from New Hampshire aristocracy, and Col. Thompson, a Tory who leveled the local church, and was in charge of enemy troops in Huntington during the Revolution, had hailed from the same area.

Of the five children born to Dr. Benjamin and Mary Prime, the youngest became the Rev. Nathaniel who in 1845 wrote an ecclesiastical history of Long Island. Dr. Benjamin Prime who had studied religion under his father, died at Huntington on October 31, 1791, culminating a life in which he had catered to both the physical and spiritual needs of many local people. Commenting on his failure to save one patient from death he wrote:

Well! I have done; I can do no more,

But must my baffled aim deplore;
I'll lay my drugs and cordials by,
For art is vain, and he must die.

More About Conklin House

I always find the Forum interesting because I am an old Long Islander on both sides, and David L. Wetmore's article, "Jacob Conklin No Pirate", with the picture of the house built by Nathaniel

Conklin, in the February number, interested me very much.

I well remember going to Colonial Springs (Wyandance) to the lovely old Conklin house there with the old cemetery behind it which was fenced in when the property was sold by a Conklin descendant. Quite a business developed at one time when water from the spring was bottled and sold in New York.

The house in Babylon built by Nathaniel Conklin originally stood at the corner of Deer Park avenue and Main street. (And, by the way, Babylon is the only place in the whole United States of that name). Nathaniel Conklin's mother, I have heard, looked to the south from Colonial Springs and named our village New Babylon.

When the Babylon homestead was bought by David S. S. Sammis, who operated a famous summer hotel at Fire Island, he moved it up Deer Park avenue to its present location. In one old brown stone of the original foundation had been cut the builder's name and the year 1803. When the house was moved this stone was given to a friend whose daughter once showed it to me in their garden. At my suggestion the stone was later given to the Babylon Public Library of which my late husband was then president and it may be seen there in the wall above the fireplace.

During the Second World War, while I was chairman of the house committee of the Babylon Red Cross, I persuaded Mr. Sammis's two daughters to let the Red Cross use the old Conklin place. It was terribly run down, but we renovated it and moved in. Subse-

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Steamboat Shinnecock and Others

WHILE examining the exhibits at the Mariners Museum, Newport News, Virginia, about three years ago I noticed the name-plate of a boat, the Shinnecock, hanging on a wall. As I knew that the name Shinnecock referred to the bay or the Indian tribe in Southampton Town I surmised that the name must refer to a boat that had plied the waters of Long Island. Upon inquiry of an attendant at the Museum my suspicion was confirmed.

I made another visit to the Museum in November 1957 and could not locate this name-plate. Upon inquiry of the Librarian, Mr. John L. Lochhead, he informed me that it had been placed in storage. He told me something about the history of this steamboat, a side-wheeler, and as I recall reading very little about this boat I thought the readers of the Forum might be interested in some details about its history and its final disposition.

After checking the back issues of the Forum I find that Mr. Harry B. Squires in the July 1945 issue does not mention the Shinnecock but does state "the steamboats Artisan and W. W. Coit made the Sag Harbor-New York run from April to October each

Le Roy Wilcox

year, also the Sunshine which crossed the Sound to New London. Still others were the Manhasset, the Nassau, the Long Island, the Sarah Thorpe and in later years the Wyandotte and the Catskill. The Wyandotte made two round trips daily on the Sag Harbor-New London route."

Mr. John Tooker in the September 1945 Forum mentions "the Shinnecock running between Sag Harbor and New London in the late 1920's. On the night the Shelter Island hotels closed for the season, both boats, the Shelter Island and Montauk would leave for New York and soon after quit running for the season." Mr. Tooker in the November 1947 Forum states that in August 1903 he took the steamer Shinnecock from New York to witness the International Yacht Race off Sandy Hook.

Eva Young Parson in the September 1945 Forum states "Mr. Squires did not mention the Shinnecock, the queen of the fleet, in his letter on the old steamboats of the Sound. I was surprised to find her running from the Battery to Coney Island daily before the

war. Can anyone give information as to her whereabouts at present?"

In 1886 the Shelter Island was built for the Montauk Steamboat Co. which later passed under the control of the Long Island Railroad Co. and in 1890 the Montauk and in 1896 the Shinnecock were built for this line. These were steel-hull vessels and the best that had been on the route from New York to Sag Harbor and Shelter Island. The Montauk was sold in the Spring of 1902 to Canadian parties, for service on Lake Erie and renamed the King Edward.

In 1896 the Shelter Island went South to run in Florida waters and on her first trip from Miami to Key West on February 20, 1896, struck on rocks and sank off Logger Head Key. It was replaced by the Shinnecock, built in 1896 at Wilmington, Delaware. This latter boat was much larger than her predecessors, being 226 feet long, 35 feet beam and 14 feet depth of hold according to Mr. Fred E. Dayton, author of "Steamboat Days", N. Y. 1925. But according to plans of the builder of the boat it was 260 by 35 by 14.

The Montauk Steamboat Company also operated the W. W. Coit, built at Mystic, Connecticut in

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Greenport Ferry Dock in the 1890's

Only a Theory

Scarcely had George Washington become President in 1789 and taken his oath of office in New York City, then capital of the United States, than he and other men in high position expressed opinion that the permanent capital be located in some place other than a city that was already becoming overrun with shops, factories and other less desirable types of business, including taverns and bawdy houses.

That the very next spring Washington made his memorable tour of the western end of Long Island, paying special attention to the principal highways, the character of the land and the type of inhabitants, long ago left me with the suspicion that the real reason for that tour was to seek a likely site for a permanent seat of federal government.

This of course is only a theory of mine, founded on nothing more than conjecture. Nevertheless, Washington's tour went no further east than Patchogue, some 50 miles out on the island, which certainly would have been the maximum distance to be considered, were he indeed seeking a convenient site for the future capital.

Furthermore, he followed a course which undoubtedly would have become the most popular means of travel for those who in time to come might be called upon to visit the seat of government, were it located anywhere between Fulton Ferry and Patchogue. To go a step further, he showed particular interest, on his return drive to the city, in the Onderdonk paper mill at Roslyn which undoubtedly would have become an adjunct to the Halls of Congress and the various departments and offices located less than a day's drive away.

It may even be that Washington had no desire to have the capital transferred to Philadelphia, which

likelihood was then a matter of open discussion. It was even more congested than New York at that time and it was a city of Quakers, a pacifist group which was not popular with a former Commander-in-Chief who had experienced the rigors of war himself for seven long years.

As a matter of fact, scarcely was the capital transferred to Philadelphia than Washington set about finding another place. In 1791 he and his good friend, Major Pierre Charles L'Enfant, the eminent French engineer, together visited the banks of the Potomac and chose the present site of Washington. Although the site was then a mud flat surrounded by forest, by 1800 L'Enfant had the land filled in, roads built and buildings erected, and that year 126 government clerks moved all equipment to the City of Washington from Philadelphia.

However, when Long Islanders visit Washington they might give thought to my theory, unsubstantiated though it be, that when the first President toured Long Island in 1790 he might well have been seeking a site for the future seat of government, and but for a quirk of Fate it could now have been here.

George V. Ashley,
Levittown.

The Forum gets more interesting, and I would hate to miss a copy. Louis T. Vail, New Port Richy, Florida.

Visitors Welcome

The General Museum-Library of the Suffolk County Historical Society, at Riverhead, is open daily (except Sundays and Holidays) from one to five P. M.

Visitors always welcome (no charge) at this educational institution where items connected with Long Island's history, culture and natural sciences are on display.

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FARMINGDALE, N. Y.

Continued from page 44

a lieutenant governor — one Col. Francis Nicholson, whose unpopularity, especially on Long Island, soon became equal to that of his superior. The abdication of James II in 1689 to be succeeded to the throne by his daughter Mary and her husband William Prince of Orange, made welcome news here and sparked what is known as the Leisler rebellion.

Boston colonists overthrew Governor Andros and put him in jail, but when a similar movement was launched in New York against Nicholson, this worthy boarded a British warship and headed for the mother country.

Jacob Leisler, a wealthy merchant with no military training, led the rebellion. Assuming the rank of captain and with the backing of the colonial militia, he quickly organized a provisional government and named himself governor. He also formed a Committee of Safety and called upon the counties to recognize his authority. All did so with the exception of Suffolk which took this opportunity to again declare its allegiance to the commonwealth of Connecticut. It also re-

fused to send delegates to an assembly called by Leisler. This assembly convened April 24, 1690 and devoted itself almost exclusively to strengthening the position of the usurper.

Leisler appointed his son-in-law, a Captain Mansfield, head of the militia and with his aid proceeded to jail those who questioned his authority. He ordered former Governor Dongan confined to his Hempstead town estate and removed Andrew Gibbs (later patentee of Islip village) from the clerkship of Queens County to make way for the appointment of Daniel Denton. He finally suspended the court of oyer and terminer "until Long Island should be reduced to obedience", which prompted the townsmen of Hempstead, Jamaica and Flushing to remonstrate directly to William and Mary in England.

When a British military expedition, led by a Captain Richard Ingholsby, landed at New York, Leisler refused to relinquish his post of "provisional governor" except to a July appointed successor. The successor arrived March 19, 1691, in the person of Henry Slaughter who promptly had Leisler and his

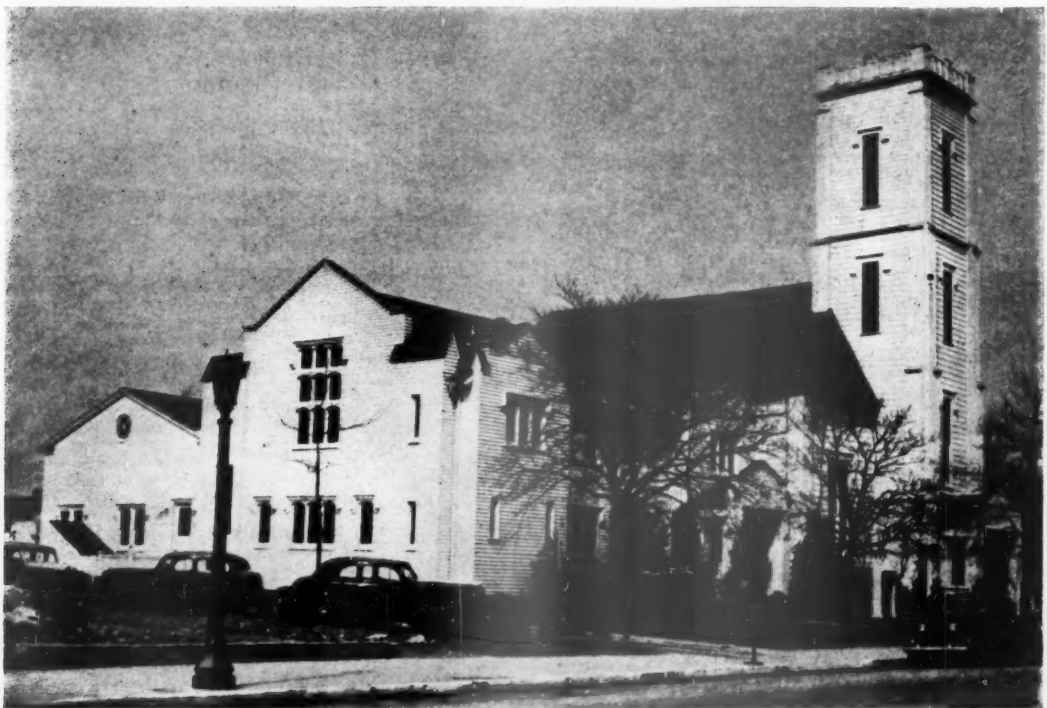
son-in-law convicted of high treason and hanged.

During these years of political unrest, Long Island grew apace. Although Slaughter died four months after taking office, he revived the popular assembly which on March 22, 1662 officially named Long Island the Island of Nassau. Although this act remained valid until the general repeal of all New York colonial laws in 1828, the name of Nassau was never popular and seldom used other than officially.

Following Slaughter's death, Col. Benjamin Fletcher became governor August 30, 1692. The following April he appointed as New York's first public printer, William Bradford, who on October 16, 1725 founded the city's first newspaper, the New York Gazette. Bradford served as public printer continuously except for a brief lay-off under Governor Richard Coote until 1752, during part of the time residing at Oyster Bay and becoming Long Island's first city commuter (by sailing sloop).

Under Fletcher, a member of the Church of England, a law was enacted in 1693 providing for public

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Hempstead Presbyterian Church, Organized 1648

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Maude Adams' Nextdoor Neighbors

Thank you for Dr. Huguenin's article, "The Cenacle, Maude Adams' Gift" (January Forum).

Well I recall as a child spending summers on our ancestral farm nextdoor (inherited from my Hawkins grandmother); my mother and I having tea with Miss Adams' mother, Mrs. Kiskadden, and the dear old grandmother, talking about the West, in candlelight of the big room. The four cobblestone fireplaces, each standing alone, 20 feet from the sidewalls and 20 feet apart, made a sort of division, like Greek columns I thought, doubtless to support the upper floor; spooky and dark it was! Once, at Thanksgiving vacation, a group of young people, invited by Miss Adams' overseer, went skating on her pond. Hard to believe!

My practical father, a city lawyer and weekend farmer, felt so sorry for Miss Adams "pouring a fortune into that heap of sand". He was his own manager, with one permanent helper, and he raised quantities of fruit and vegetables, while rich milk from three Jersey cows was shipped three times a week most of the year to our city home. Miss Adams had costly overseers, lots of help, and seemed always in the red as a farmer.

My father conferred with her about getting electricity and a telephone, but the cost, being four miles from power, was excessive. When the Cenacle took over, poles and wires came past our place to her estate at no cost to us.

Miss Adams sometimes drove by, blinds drawn down. She depended on our reliable Yankee neighbor, Frank Newton, and the former owner of her place, Whitmore Smith, both highly respected, for digging her out of the snow, and other local matters. No one else seemed to know her. Now the place is a beautiful park surrounded by developments.

Mabel W. Merritt
Farmingdale

Note: The widow of Nassau County Historian Jesse Merritt, besides being an attorney at law, also shared in her late husband's journalistic activities.

I do not know now how I would get along without the Forum, it contains so much interesting information and good reading. Mrs. Mary E. Fuller, Riverhead.

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When Smelt Were Plentiful

During the second half of the last century smelt and tomme-cods (small tomcods) visited the island's bays, rivers and creeks to spawn, giving the baymen a livelihood during the hardest, coldest winter months. The cucumber smelt (larger than the Maine variety) were beautiful, and had a smell like fresh cucumbers as they lay in the fishermen's baskets.

As a boy when I asked Walter Raynor of Bellport about bay products as he had known them, he told me: "When your uncle Ed Corwin was running his frostfish nets (tomme-cods), one morning he brought me a basket of the finest looking fish I had ever seen, and asked if I supposed they were any good for market, telling me to smell them. As the so-called Factor in those days, I shipped fish, oysters, duck, snipe, eels, quail, and almost anything edible, especially bay products, to market. Returns were made to me by the market and I settled with the baymen.

"That was before your uncle Ed Corwin, only a big boy then, enlisted for the Civil War. I told him I would ship his nice-smelling fish for him but did not know what they were, although they looked good to me. I received returns for 'cucumber smelt, large' and more money per pound than I had ever received for any fish. The market instructed me to ship all I could of them."

A Factor, or shipper, was very necessary in those days before the railroad, as shipments to market were made by stagecoach and said Factor cared for the daily and nightly catches brought in by the baymen who could thus keep busy doing the catching. I am 77 years of age, and Walter Raynor, when talking to me, a boy of nine years, at his home on the shorefront, was 90 years old and had followed the bay since boyhood. He was a most reliable citizen with a clear head and was at the time serving the town as a roadmaster.

Smelt and tomme-cods have been things of the past in local waters since around 1905, but when I was a boy many Long Islanders were shipping tons of frostfish to market from the end of November to the end of March. And during that period they also made small daily shipments of smelt. Years ago when the Brookhaven and Bellport Methodist Churches shar-

Continued next page

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Continued from page 51
ed one minister, the largest smelt shippers were from Carman's river, Brookhaven.

My aunt, who was church treasurer used to say: "We have had a hard winter, so returns have not come in so well. But the river has opened up and the baymen will soon be paying us. Their eeling and crabbing will soon start and all will be well." Those returns from marketed fish paid most of the churches' expenses including the minister's salary.

At one time the frostfish and tommie-cods were so plentiful that boys with hooks lashed to sticks, which were known as snatch-hooks, used to get them by the basketful in twenty minutes or so by snatching them from between the stones in jetties and bulkheads. Sometimes they would even bare an arm and, reaching down in the water, feel around for a big fish and lift him out.

The smelt fishermen would fish under the ice when the bay was frozen over. Cutting a line of holes through the ice and submerging their nets they would pull and push them along from hole to hole with the aid of pike poles. The net might thus be moved for hundreds of feet under the ice before being drawn up. It was no easy task

to pick the smelt out of the net before the whole thing froze into one solid mass.

Capt. Wilbur A. Corwin
Bellport

Semitics; Not Navigation

Mr. Douglas Tuomey's difficulty of navigating by sights on a constellation is one of semitics and not of navigation.

One has to choose and sight on a particular star in a constellation such as Bellatrix, Betelgeuse or Riegel in the constellation Orion to get a meaningful line of position. Then it is necessary to sight on some other star in a different direction to obtain another line of position. The observer's location is at the crossing point of the two lines as plotted on a chart.

The observations of the stars are made with a sextant at sea or a transit on land. The angle between the horizon and the star is measured by the instrument. Each observation must be accurately timed.

I'm an East Moriches navigator now living in Arlington.

Vernon E. Benjamin
Arlington, Va.

Note: The foregoing explanation, with which Mr. Tuomey agrees, refers to his story, "A Successful Treasure Hunt", in the September Forum.

Continued from page 26

quently the Misses Sammis presented the building to our Red Cross in memory of their family and it has served an excellent purpose in that capacity ever since. I know, because I have spent many, many days there as have other Babylon Red Cross workers. Edna B. Ketcham Babylon

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Continued from page 49

maintenance of the clergy. This paved the way for the so-called Ministerial Act, adopted two years later, which made the Church of England the official church here and thus alone eligible for support by general taxation. When the Presbyterian societies of Hempstead and Jamaica, whose places of worship and ministers' salaries had been provided by their respective towns, lost these privileges, they held home services without benefit of clergy for many years thereafter. On Long Island the Ministerial Act applied only in Queens County.

It was during the Fletcher administration that Col. William Tangier Smith was granted patents for a large area in Brookhaven town which, together with subsequent acquisitions by purchase, became the Manor of St. George. The manorhouse at Mastic of this one-time mayor of the city of Tangier in Africa is now a town museum.

This was the era when piracy
Continued on next page



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reached its height in American waters, with the inlets, bays and harbors of Long Island serving as bases of supply and barter for many a freebooter as they had long served smugglers bent on bypassing the high tariffs imposed on foreign goods at the port of New York. Many stories have been told of these illicit activities which caused the Dutch to call eastern Long Island "the crooked row". The most familiar story is that of Captain William Kidd's visit to Gardiner's Island in 1699, but today most historians are agreed that Kidd, far from committing piracy, was made the scapegoat of more prominent citizens who had financed his expedition as a privateer.

Ironically, the man behind Kidd's ill-fated voyage, Sir Richard Coote, the Earl of Bellomont, who began functioning as Governor Fletcher's successor in 1698, died just prior to Kidd's execution in 1701, to be succeeded by Edward Hyde, the Earl of Cornbury.

During these years the development of Long Island continued unabated. Quaker Thomas Powell of Huntington consummated his Bethpage Purchase inside the eastern borders of Oyster Bay town in 1695 and in 1701 erected a home at Bethpage which still stands. In 1692 Andrew Gibbs was granted a patent for the site of Islip village and Stephen Van Courtlandt for the tract since known as Sag-

tikos Manor. In 1703 John Mowbray bought from the Secatog Indians the sites of Bay Shore and most of Brightwaters.

Also about this same time the territory known as West Islip was granted to Thomas and Richard Willett, brothers and Quakers. The Gibbs, Van Courtlandt, Mowbray, Willett and Nicolls tracts became the town of Islip in 1710, the year that Major Thomas Jones of Fort Neck was appointed ranger-general for all of Long Island.

At this time Hempstead town, including what later became the town of North Hempstead, was among the island's most important sections. Like Oyster Bay and Huntington towns, it stretched from sound to sea and contained a number of small communities. Brookhaven town in Suffolk County was likewise island-wide whereas Smithtown and Southold, which latter then included Riverhead, were wholly on the north side; Southampton, East Hampton and Islip were on the south side and Shelter

Island was the only town surrounded by inside waters.

During the administration of Governor Cornbury, several important highways lengthwise of the island were established by action of the Provincial Assembly in 1703-04. During the latter year St. George's Episcopal Church was founded at Hempstead, just 52 years after Hempstead's first church, now the Presbyterian, was organized. Caroline Episcopal Church at Setauket was founded in 1723 and its present building, the oldest church edifice on the island continuously used as such, was erected six years later. St. John's Episcopal Church of Huntington was organized in 1745 and St. John's of Oakdale about 1765. The island's oldest church, at Southold, successively Puritan, Congregational and Presbyterian, dates back to 1640.

It was during Cornbury's administration, in 1707, that the island's deepsea whaling industry took root at Sag Harbor. The following year Cornbury was succeeded by Lord

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Lovelace at whose death several months later the governorship was administered successively by Captain Richard Ingolsby and Gerardus Beekman prior to 1709 when Robert Hunter was appointed.

An important event in Hunter's administration was a decree issued by Queen Anne transferring the province's public funds from the custody of the governor to that of a treasurer elected by the people's assembly. Hunter resigned in 1719, to be succeeded by the scholarly William Burnett, during whose term in office, as previously mentioned, New York City's first newspaper was founded.

Following Burnett came Governors John Montgomery (1728-31), William Cosby (1733-36), George Clarke (1736-43), and George Clinton (1743-53). Cosby, a despot, is known to history mainly for his trial of John Peter Zenger whose acquittal of the charge of criminal libel in 1735 is considered the birth of freedom of the press in America. During that same year of 1735 was erected at Sag Harbor a dwelling, still standing, in which sixty years after Zenger's acquittal, was founded the island's first newspaper, the Long Island Herald.

During the administration of Governor Clarke, in 1739, George Clinton, destined to become the first governor of the State of New York, was born. The following year South Haven organized the church of which Long Island's only native Signer of the Declaration of Independence, William Floyd, was to be an active member. Also during Clarke's administration, at Riverhead, in 1742, was born John Cleves Symmes whose daughter, Anna Symmes, became the wife of President William Henry Harrison.

In 1744, the year that saw the beginning of British hostilities with



Guy Lombardo signs agreement with Commissioner Robert Moses to produce the musical spectacular, "Song of Norway" during the 1958 season at the Jones Beach Marine Theatre.

the Canadian French, Tapping Reeve was born at South Haven. Forty years later he founded America's first law school at Litchfield, Connecticut, of which state he served as first Chief Justice.

Long Island in time felt the effects of the conflict near the Canadian border. James Fanning of Riverhead was appointed to raise recruits in Suffolk County and Jonathan Lawrence to a like post in Queens. Many Long Islanders joined the British standard while others contributed livestock, farm produce and homemade garments for their fathers, sons and brothers in the armed forces.

It was during these hostilities

that in 1650 William Prince of Flushing founded his nursery, the first in this country. A few years later the French and Indian War broke forth and a number of Long Island vessels, manned by local crews, were commissioned as privateers to augment England's naval forces in American waters.

By 1756 French "neutrals", expatriated from Canada by the British, were being lodged on Long Island farms in ever increasing numbers. The cost of maintaining these foreign families adding to the high war taxes being imposed upon local citizens, created considerable feeling against the Crown. Local veterans returning home from the

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northern front, usually poorly clad and undernourished, some in need of medical care, brought further discontent. Having as colonial troops been ranked below the British regulars, these men were quick to join the various anti-British movements soon to be organized.

When the French and Indian War came to an end in 1763 it found numerous Long Islanders openly defiant of England's local representatives, civil as well as military, a condition which contributed greatly to the spirit of revolution that culminated a dozen years later in the outbreak of the War for Independence.

Continued from page 47

1864, the Greenport, the Jane Moseley (renamed Minerva) and the Sag Harbor.

Some earlier boats operating out of Sag Harbor were the Island Belle, built in 1852, that ran for a few years and was succeeded by the Cataline that had been on the Bridgeport line and later by the Massachusetts, the Edward Everett, the Stamford, the Artizan and the Escort which ran from 1871 to 1876, and since then the W. W. Coit.

In the December 1945 Forum Mr. Samuel P. Hildreth mentions the steamboat Sunshine which ran between Sag Harbor and Hartford, Ct., in 1887 and a few years thereafter. In the December 1946 Forum Mr. Ernest S. Clowes states that the steamer Sunshine, Capt. O. H. Clark, ran in 1874 between Sag Harbor, Greenport, Shelter Island and New London, making one round trip daily until 1892 or 1893 when she was superseded by the Long Island. He also mentions the W. W. Coit, Capt. George C.

Gibbs, making the overnight run between Sag Harbor, Greenport, Orient and New York three times a week.

The Shinnecock operated from New York to Sag Harbor and Shelter Island; also for several seasons from Fort Pond Bay, Montauk to Block Island. It was later laid up for some years until 1924 when it replaced the Wyandotte on the Sag Harbor-New London route. Renamed the Empire State, it was a Showboat at New York in July 1936. Later it was renamed the Town Of Hull when it was bought by the Nantasket Beach Steamboat Co. and arrived at Boston on February 8, 1937.

As the Town Of Hull it plied between Boston and Nantasket Beach, a distance of about twelve miles, also stopping at Pemberton which was also used as a repair pier. On several occasions it was used for excursions through the Cape Cod Canal. It was badly damaged by breaking away from her moorings at Pemberton (about eight miles southeast of Boston) during the hurricane of September 1944 and piled up on the rocks on Peddocks Island.

After being floated she was found unfit for service and was never operated again. Her place was taken in 1945 by the Mohawk, a smaller and much more economical boat to operate. By December 1946 she was slowly being torn apart and after the woodwork was removed the hull and other metal fittings were disposed of as junk. The remainder was burned in May 1947. The nameplate Shinnecock was taken to the Mariners Museum at Newport News in 1946 or 1947. The name Town Of Hull is on the reverse side of this same name-

plate. It was probably located on the pilot house.

Mr. Lochhead of the Mariners Museum made several trips on this boat and has several photographs of it including one showing it being broken up for scrap on August 25, 1946 and another while it was burning on May 11, 1947. The photo accompanying this article was taken at New Harbor, Block Island, and was furnished through the courtesy of the Mariners Museum.

In "Photographic Record of Portfolios of Plans of Vessels, Hulls and Machinery constructed by the Harlan & Hollingsworth Co., Wilmington, Delaware, 1849-1896" are four plans of the Shinnecock giving dimensions, weight as 1205 tons and that it was built for the Montauk Steamboat Co. for Sag Harbor and east end of Long Island service, the "Sunset Route".

To those who are nautically-minded, and there must be very many on Long Island, a visit to the Mariners Museum is well worthwhile. If not the largest of its kind it is one of the largest in the world "devoted to the culture of the sea and its tributaries, its conquest by man, and influence on civilization." The outdoor courtyard contains 75 full-sized small watercraft such as lifeboats, fishing boats, dugouts, canoes and midget submarines (one-man Japanese, etc.).

The library contains more than 35,000 books and more than 60,000 photographs of all types of boats. Probably the Long Islander who is best known to the Museum is Mr. Harry B. Squires of Bridgehampton, a friend of mine, who

Continued on back cover

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Offshore Incidents of 1894

During the three years the writer spent in Greenport, L. I., (1893 to 1896), The Suffolk Times, which celebrated its centennial in September 1957, was published and edited by Lewellyn F. Terry, assisted by his son Fred. I was not personally acquainted with Mr. Terry but Fred and I were very good friends. One summer evening in 1894 Fred Terry approached me and asked me to go to Shelter Island with him as he wanted to get some news items from the Shelter Island Yacht Club, about the recent races held by that Club.

The Shelter Island ferry made the last trip to the Island in the evening on the arrival of the last train from New York, and as the boat laid up at the Island it would be necessary for us to provide our own transportation in order to return. Fred had a rowboat ready with two pairs of oars and we rowed out of Stirling Creek and across the bay to the yacht club house at Dering Harbor. By the time Fred had his news items ready it was already growing darker as there was no daylight saving then.

We placed a lighted lantern in the stern of the boat, but we had no compass and never even gave it a thought. We had not gone very far out into the bay when a thick fog descended so that we could not tell where we were. We kept on rowing and suddenly a big white steam yacht loomed up in front of us. I recognized her at once as the Almy which had been anchored all afternoon directly south of the Greenport's Main Street Dock.

Glad that we had steered a straight course across the bay, we then turned and headed eastward for Stirling Creek. After rowing for sometime we heard breakers and soon saw through the fog that we were heading straight for the breakwater. We also realized that if we had gone a few hundred feet farther south we would have passed out through the opening between the end of the breakwater and Manhansett. There was no beacon on the end of the breakwater then.

We followed the breakwater northward and soon reached our destination on the west side of the creek, glad that we had escaped the plight of wandering around in the fog in the outer bay.

Later that same year I had another experience in Peconic Bay in which there was more hard work than peril. Schooners loaded

with lumber or railroad ties often came to Greenport from Maine or Nova Scotia and tied up at the railroad dock. One evening a big lumber laden schooner came in and dropped her anchor off to the southeast of the Main Street Dock, in a spot which local baymen called the deep hole. A strong north-west wind blew all that night and the next morning we saw the schooner had dragged her anchor and was almost down to the breakwater where the anchor held.

There were no tugs nearer than New London where the T. A. Scott Wrecking Company was based, so Mr. Hedges sent his Rialto down to try and tow the schooner to the railroad dock. I went along as deck hand with Capt. John Clark and Mr. Havens, the engineer. The Rialto was not built for towing, as her propellor had more pitch than that of a tug, and we had no valve in our exhaust pipe such as tugs have so they can if necessary exhaust their engines to the atmosphere.

We made fast to the schooner on her port quarter and started ahead slowly to make it easier for the crew to heave up their anchor. When the anchor was in we started ahead with more power but the heavy gusts of wind with the deck-

load of lumber to take the brunt of it made us almost stand still at times. Our keel condenser got hot because we were not moving fast enough through the water and the engineer had me bailing cold water on the pipes in the engine room. We somehow managed to get the schooner near enough to the railroad dock so the crew could go ashore in a small boat and fasten a hawser to the dock and then use the windlass to warp her alongside. It was slow work but we got there.

John Tooker, Babylon

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Young Man From Cyprus

There's a young man from Cyprus in New York's textile industry who does not regret the fact that he gave up a job to go back to school. Christos Yiannakou was working and attending Traphagen School of Fashion in the evenings



studying costume design and illustration, when he decided he wanted a career—not just a job—and was going to devote full time to preparing for it. He was a full-day student last winter when Allen Knitting Mills sponsored, for students at Traphagen, a competition for the designing of original fashions for Acrilan jersey. Chris created and entered not just one, but several designs. The judging was done by a group of fashion experts from the major magazines, and when they had finished their careful screening of the more than 300 entries, the name on the backs of both the first and second prize winning designs was the same one—Christos Yiannakou.

Chris is shown in the accompanying picture with classmates Mary O'Donnell (left), who made and models the No. 1 prize dress, and Rosemarie Lisanti who models his second prize design.

The biggest prize for Mr. Yiannakou, however, was a job on the executive level as stylist with Allen Mills, which started the day he left school last June. In the months since that time, the firm has more than doubled his original salary, which was substantial to start with.

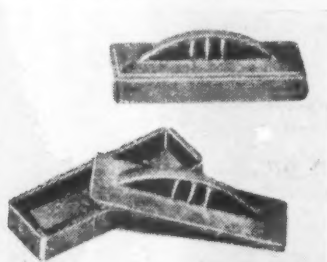
Incidentally, Allen Knitting Mills is sponsoring another design contest at the school this winter . . . and another talented young man from Cyprus, a current student and friend of Chris, is entering his designs.

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Continued from page 56
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Obsolete Place-Names

A newspaper item of 1857 tells that a post office had just been established at College Point, L. I. and that "the residents of College Point, Strattonport and Flammersburg will be greatly accommodated by it. Heretofore they have had to travel to Flushing—a distance of 2½ to 3 miles over a marsh—to get their letters and papers."

Many of the older Long Island villages have had names in the past that have now gone into the limbo of forgotten things.

John Tooker, Babylon

Sharks in the Sound

During World War One man-eating sharks followed the fleet eating garbage. I saw them at Cold Spring Harbor and here at Wading River. There are always big sand-sharks here, ten to twelve feet long, but they are bottom fish: man-eaters are top fish. Never saw them hereabouts before or since the first world war.

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